A DYNAMITE EARTHQUAKE.

IT SHOOK THE WEST SIDE AND BLEW

A MAN TO SHREDS, Stripped Trees of Bark and Branches, Smashed Thousands of Panes of Glass, Sent Axes and Crowbars Flying Like Can-non Balls-Three Men Close By Escape.

A pile of dynamite cartridges exploded pesterday morning in the block bounded by West Seventy-seventh and Seventy-eighth streets, the Grand Boulevard and West End avenue, blew a man to shreds, shook surrounding blocks like an earthquake, and ground thousands of panes of glass to dust. The block is part of the old Fernando Wood homestead. Seventy-seventh street was cut through it recently, and the old mansion was torn down, On the Boulevard and Seventy-seventh street corner Hickey & Green are excavating foundstions for a row of flats for Jacob Steinhardt.

Fifteen men began work about six weeks ago under Foreman George Smith. The ground rises from the street, and it had been dug away until it was about six feet below the street level. Ten feet back of this is a lusty maple tree, with a trunk two feet thick.

Under the tree yesterday morning stood a wooden tool box eight feet long, four feet wide, and four feet deep. With the tools, dynamite cartridges were stored.

About 6% o'clock yesterday morning Foreman Smith was bending over this box getting the tools out for the day's work. Patrick | Jennings S. Cox. Treasurer: Ormond Ham-Keenan, George Bryan, and John Holohan were down in the excavation. Keenan had ex-changed a few words with Smith and had just jumped down into the excavation when the explosion occurred.

The three men were staggered and dazed.

changed a few words with Smith and had just jumped down into the excavation when the explosion occurred.

The three men were staggered and dazed. When they recovered themselves every street leading to the place was alive with a crowd coming up, the windows of all the houses contained white-robed forms, and glass was ratiling down on all the sidewalks for a quarter of a mile around. The trunk of the maple tree was ripped clean of bark, and was scarred and marked as though it had been a target for builets. The ground around it was torn up, and where the box had stood there was a hole a foot deep. The branches of the tree had been cut clean off in many places, and those of the surrounding trees were broken and torn. The branches of one tree, about twenty feet north, were covered with bits of Smith's clothing.

The police found shreds of the unfortunate man over a distance of a hundred feet in every direction; on the roof of the old brick stable, imbedded in the trunk of a tree, loading the naked twigs on the branches around, and strewn on the grass and in the street.

Contractor Green was coming down the Boulevard, and was within three blocks of his work when he heard the explosion. The work was suspended for the day. On the castern side of the Boulevard open.

In a saloon under one of the buildings James Lappan, 70 years old, was standing. Accompanying the shock was a crash, and an axe, from which the handle had been torn off, came frying through the little window about the deer. It whizzed past Lappan's face, cutting a gash in his nose, and then imbedded itself in the op-

it whitzed past Lappan's face, cutting a gash in his nose, and then imbedded itself in the opposite wall.

A woman in one of the houses had just got out of bed and was standing in the middle of the room in her night gown. The shock and trembling of the house and the crash of window glass and crockery so frightened her that she fainted. Just across Seventy-eighth street stands the old building that was at one time the Vangerhovel mansion, and was later known as the Burnham road house. It is now occupled by David Clarke & Sons, florists. One hundred and seven panes of glass were smashed in the house, though only a few panes of glass in the flower beds were broken.

A crowbar twisted out of shape was found two blocks away, and two other crowbars were pleked up in West End avenue. These, with he axe, were the only tools found. Frank Folk had a gang of Italians at work at Seventy-eighth street, near West End avenue. They all disappeared—not blown up, but not anxious to be. The handsome private residences from 225 to 289 West End avenue were left decitivate of glass. The rear of the buildings on the morth side of Seventy-fifth street were badiy shaken up. All t e glass in the Campbell flats at 1,246 and 1,248 Tenth avenue, except on the top floor, was smashed. From 145 to 172 Tenth avenue there was hardly a whole pane of glass saved. The wreck of glass was general in the Avondale flats on the north-east corner of Seventy-sixth street and Tenth avenue, it was the same in the Chesapeake flats on Tonth avenue, between Seventy-ninth and Eighthe streets. Kelley's stable in the Dakota flats, at Seventy-second street and Eighth avenue, was larred, and fliteen windows on the second floor were wrecked. The door of the ladies' waiting room was larred open, and the plate glass, three-eighths of an inch thick, was broken.

Nobody could give any idea how the explosion occurred. Mr. Green did not know how many carridges were in the box. It was originally a box of 100 eight-inch cartridges. Some of them had been used in the exervat

CATCHING THE ELBEDRICHELLA.

a Lawyer in Reading.

READING, Feb. 21 .- A favorite sport in this region is catching the "elbedrichella" on the

Miss Anderson's Ohio Farm.

LOUISVILLE, Ky., Feb. 21.—Miss Mary Anderson, the actress, owns a valuable farm of \$200 acres on the Lafayette township knots, about five miles north of New Altany, which lies on the Ohio, exposite Louisville. On the farm is a fine operated and a building site form which can be had a magnificent view of the Falls cities and the distant Ohio. Miss Anderson has announced, so her friends absent that she had a magnificent view of the Falls cities and the distant Ohio. Miss Anderson has announced, so her friends absent that she intends executing upon this high hill a magnificent country residence similar in architectural style to some of the old English country houses.

A GIGANTIC MEAT COMPANY. Standard OH Men in It-Nearly 2,000,000

Acres of Cattle Ranches In yesterday's Sun it was announced that

the establishment of a dressed meat company. in which Standard Oil and Cottonseed Oil people were interested, would soon be made known. This was said in speaking of the present strong tendency of both investors and speculators to seek other fields than railroad

The company is called the American Meat Company. Over a year ago John H. Davis & Co., bankers, perceived the growing distrust of railroad securities among their customers, and sent a commission to Mexico and New Mexico, of whose work this company is the result. In the prospectus the firm gives these reasons for recommending this enterprise:

1. The overbuilding and consequent flerce competidends, which in turn has led many expiralists and investors to held sloof from their usual investment in rallway securities 2. The distrust of rallway stocks has diverted the attention of so many others from shares to bonds that the supply of the latter is getting low, and first class bonds are so high in price as to visid but small return upon cost. 3. Further railroad building will be largely restricted this year, and there will be but few issues of desirable new bonds to which investors have usually looked for the most profitable re

are chiefly J. H. Flagler, President; J. O. Moss, Vice-President: Charles E. Coon, Secretary; Jennings S. Cox. Treasurer: Ormond Hammond. Jr., general manager: Alexander & Green and Robert G. Ingersoil, counsel: John H. Davis & Co., bankers: S. V. Walte, Stephen W. Dorsey. Cot. Joseph W. Dwyer. Gov. Hadley. M. Dorsey's Schenken W. Dwyer. Gov. Hadley. And E. S. Converse. All of these except Messrs. Coo., Cox. Alexander. Green, and Davis, and with the addition of Mr. Dorsey's sister-in-law. Mrs. Peck. owned ranches in Grant and Colfax counties. New Mexico, upon the Mexican border. They pooled their bronerty, amounting to 51,000 acres, and have purchased 1,328,000 acres of table land across the river in the State of Chihuahua. Mexico. The pooled property went in at from \$12 to \$20 an acre, and the Mexican property was obtained, the projectors say, on too good terms to tell about. It consisted entirely of ranches whose owners have become stockholders. Ormond Hammond. Jr., entered by pooling the Western Dressed Beef Commany's slaughter houses at Kansas City, 1,000 acres, and twelve markels in Hallimore. Fifty miles from Kansas City, 10,000 acres of grazing land have been mechased.

The idea is to ship the cattle to the grazing farm, latten them there, reship to Kansas City, where they will be slaughtered, and from that point distribute in refrigerator cars to Eastern markets. The scheme does not end there, since it contemplates the establishment of markets in the Eastern cities and the sale of meat direct to the consumer. The prospectus sets forth the capitalization at \$25,000,000, divided into \$20,000 shares at \$100 a share. But Mr. Flagler modifies this statement as follows: The present actual capitalization is \$15,000,000, on which \$7,000,000 have been subscribed for at 75.

The authority to add \$10,000,000 on which \$7,000,000 have been subscribed for at 75.

The authority to add \$10,000,000 on been desired from the market also at 75.

The authority to add \$10,000,000 on be considered to the market also at 75.

The authority to add \$10,000,000 on be for further growth suggested by the expressed desire of mond. Jr., general manager: Alexander &

BARNUM FACES THE MENAGERIE.

They Corner him on the Consolidated Ex-

change and Demand a Speech, Phineas Taylor Barnum was on the Consolidated Stock and Petroleum Exchange yesterday. He came down to see how his son-inlaw, C. H. Seeley, a new member of the Exchange, was getting on. Mr. Barnum was as change, was getting on. Mr. Barnum was as spry and jocular as any of the boys, and when they chaffed him he returned it with interest. The boys insisted on a speech and escorted him to the Mexican capy rostroum, where he was introduced to Chairman A. W. Peters, and by Mr. Peters formally presented to the boys. Mr. Barnum sail he had only come to see his son-in-law, and had "no intention of stirring up the animals." He remarked however, that the show before him was quite as good as anything he had in the greatest show on earth.

SHELBYVILLE, Ky., Feb. 21 .- Mr. P. C. Kinsman of this place was awakened on Tuesday night by his dog barking and scratching him away, but in a few moments the dog reand plunging against the door. Mr. Kinsman then got out of bed to drive him away, but when the door was opened the dog rushed inside and ran into an adjoining room. Mr. Klasman fol-lowed and found the room on fire. A large hole had been burned in the floor. In a little hole had been burned in the floor. In a little while the flames would have been beyond control, but us it was Mr. Kinsman did not have much trouble in putting out the fire. The dog, which had evidently seen the flames from the outside through a window, is of the shepherd

WASHINGTON, Feb. 21.-The centennial celebration of Georgetown University was con-

NEWS OF THE RAILROADS. INFORMATION FROM ALL PARTS OF

THE RAILWAY WORLD. Brotherhood Engineers Not Alarmed by

the Withdrawal of Enterprise Division— The Trouble Confined to the Reading. The engineers about New York are not much worried by the reported withdrawal of Enter-prise Division, 321, from the Brotherhood of Locomotive Engineers. Most of the members of this division, they say, are employed on the Reading road, which is seeking to get rid of the Brotherhood men either by dismissal or by forcing them to withdraw from the order.

An engineer of the Central Railroad of New Jersey assured the reporter that the division of the Brotherhood on that line was flourishing. He didn't believe that President Corbin of the Reading road would attempt to induce the Central managers to take a stand against A Long Island engineer spoke proudly of the

engerness with which all the engineers on the big island paid the heavy assessments imposed on account of the C., B. and Quincy strike. It would have been far better, he said, if the assessment had been kept up a year longer than to have the strike end as it did. This engipeer talked very bitterly against the managers of the Reading road. Any member of the Long Island division of the Brotherhood who took the place of a striker would be expelled. Gilbert Cory, who runs 117, one of the new locomotives on the Long Island road, has had a varied experience both in the freight and passenger service. During ten years he has

passenger service. During ten years he has travelled most of the time to Sag Harbor.

Joseph Colligan is one of the oldest, and at the same time one of the youngest, engineers of the Long leland road. He grow up in the service from boshood. He runs engine 88 to Babylon.

Some of the oldest freight engineers about Now York are connected with the Eric road, and most of them, having tried passenger travel, have drifted back again to the slower work of freight drivers. Newton Sarvant, a venerable man with a full white beard, has been connected with railroads over forty years, thirty-nine as an engineer. He ran fast passenger engines for twenty years. He was dissabled by an accident at Sterling junction several years ago, and since then he has been running driller No. So in the Jersey (ity yards.

Edward Bloks has had over fifteen years' experience as an engineer on the Eric road. He was running a tast express to Port Jervis when he was injured some time ago in a collision at Hubbard's switch.

Of the fraight conductors on the Eric Peter.

was running a last express to Port Jervis when he was injured some time ago in a collision at Hubbard's switch.

Of the freight conductors on the Eric, Peter Whittaker's perhaps the most experienced on the New York division. He ran a regular fast freight for filteen years or more, and has been handling heavy toxes much longer. He tried could be succeeded to the Eric by the thousand. They have had many interesting experiences during their long careers as conductors.

Complaints of unjust discrimination in rates against the city of Memphis have been filed with the Inter-State Commerce Commission by the Memphis Freight Bureau against the Missourl Pacific Railway Company, the Ransacity, Fort Scott and Memphis Railroad Company, and the Southern Ealway and Steamship Association.

A complaint has also been filed with the Commission by Messrs, James and Abbott, lumber dealers, of Boston, alleging violations of the long and short haul clause of the Inter-State law by the Fast Tonnessee, Virginia and Georgia Railway Company and other carriers in charging a higher rate on car loads of lumber carried from Johnson City. Tenn., to Boston, a distance of 1.240 miles. The complaint also alleges that the same Boston rate is charged from Macon, Ga., a distance of 1.325 miles, that is collected on the haul from Johnson City.

The Lebigh Valley Bailroad Company will

charged from slacen, da., a distance it 1.025 miles, that is collected on the haul from Johnson City.

The Lehigh Valley Bailroad Company will use the Beech Creek Bailroad, a charter for which was recently obtained at Harrisburg, Pa. The road will run twenty-six miles into Northumberland and Lycoming counties, connecting with the Wilkesbarre and Western Righton at Watsontown, on the Susquehanna and run westward toward the coal fields of Clearfield county, ending at Newberry, Lycoming county. By extending the line further west the Lehigh Valley Company can make its way into the Clearfield region. The Wilkesbarre and Western, with which the new road connects, was originally laid out to run to Shickshinny, on the north branch of the Susquehanna River. It is now probable that the route will be turned to the south and make connection with the Lehigh Valley and also with the New Jersey Central Railroad.

A committee of the Sam Sloan Division of the Brotherhood of Lecomotive Engineers, stationed at Scranton, issued a presmble and rosolution this week, in which they say:

Westers, Through the drive reodness of the Amighty God we the Division Rotherboad of Lecomotive Engineers.

tioned at Scranton, issued a presmble and rosolution this week, in which they say:

Whereat, Through the divine goodness of the Almighty God, we, the Division Brotherhood of Locomotive Engineers, have been enabled to prosecute our business during the past year with the atmost success, and to the entire satisfaction of our employers, carrying over ten million passengers without the lose of a single life, and over twenty million/tons of freight with expedition and despatch; also Brotherhood of Locomotive Engineers has emerged sately and victoriously with a largely increased nembership and a full treasury from one of the greatest battles ever fought by any labor organization; and this division—has been enabled to contribute \$1,500 to the support of their cause; and

Wherea, it has been our good fortune to prosecute our labors with a less by death of but two brothers from our ranks, and through the large increase in our membership to organize a branch division at Dummers, and

Whereas, Peacetul, harmonious relations exist between our employers and our organization, therefore be it.

Record, Cane of our lies early Conscious of the ever-watchful care of our lies retuly Father, we offer our watchful care of our lies retuly Father, we offer our beat of the two beat of the time of our must hously invoke that He may continue with us must hously invoke that He may continue with us through the trials and daugers of the time to come.

FINANCIAL AND COMMERCIAL

New York Stock Exchange-Sales Feb. 21. UPITER STATES AND STATE BONDS (IN SI,OURS). CLOSING PRICES OF UNITED STATES BONDS

CLOSING PRICES OF UNITED STATES SOFTS.

E. R. Gigs. T. 10778 16894 U. R. Ga. 1989. 129 U. S. G. T. 10778 16894 U. R. Ga. 1989. 129 U. S. G. T. 1078 129 U. S 1 N.Y. A. Nor. 2018. 50 5 N.Y. A. Nor. 2018. 50 1 1975. 5 9844. 2 0r. K. A.N. 181. 1104. 1 0r. R. A.N. 181. 1104. 1 0r. R. A.N. 181. 1004. 5 Orlino 700 me. 48. 9 0r. A.T. G. 181. 1004. DO ... Belle DO .. 10 H. A. T. C. sint. T. R. 7644 4

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1 Kan. A. T. g. 105 5045 10 Tot. 7ac. 1655.

1 Kan. A. T. g. 105 5045 11 10 Tot. 1055 11

Sotal sules of railway bonds (par value), \$1. BAILROAD AND OTHER SHARES

The total sales of stocks were 238,284 shares POTTON CLOSING SCOTATIONS.

PHILADELPHIA CLORING QUOTATIONE PRILAPELPRIA CONTROL STATES AND ASSESSED FOR A STATES AND ASSESSED FOR

their proxies with a very respectable banking house, with the understanding that they shall be used independently of the present manage-

few men of mature years would be of great

The professional selling was varied to-day by oderate liquidation in Missouri Pacific Possibly traders were responsible for it by driving the price down, but such incidents are really of no consequence in determining the real tendency of the stock of a corporation real tendency of the stock of a corporation that is so conspicuously managed in the interests of an inside clique as Missouri Pacific, and without any reference whatever to the rights of the stockholders at large. Missouri Pacific may be a very excellently managed concern, although Mr. Gould's character is decidedly against any such assumption, and it may be that the property is linancially and physically sound, but its unvarying policy of keeping its stockholders constantly in the dark as to its condition and operations does not argue well for the salety of their investment. There was a tair amount of trading in Atchison, in C., R and Quiney, and in Eric, but none of it seemed to be important. The notworthy development of the day was the announcement, just at the close of business, of the approval by the Northern Pacific Italifond Company of the long-taiked-of contract between that company and the Union Pacific. The negotiations between these two large systems are now practically concluded, and only matters of detail remain to be arranged to complete the success of the work. Full details of the matter will be found in our newscolumns. The late trading was of the non-committal character that traquently precedes a holiday. Final sales compare with those of yesterday as follows: that is so conspicuously managed in the inter-

As follows:

As follows:

Atch., 7. A. S. F. 5514

Atch., 7. A. S. F. 5514

Can. Southern, 55 Northwest com. 107 109% Wheel & L.E., 809 109% Government bonds strong, at unchanged quotations. Hailway bonis weak and less active. The most important net declines were in Chicago tas Light and Coke 1sts, 's 'cent., to 80%; Denver and Rio Grande Western 1sts, as, '4, 10 83%; Houston and Texas Central generals, T.R., 'h, 10 75%; Kansas and Texas consol 7s, 's, to 90%, and general 6s, 's, to 56; N.Y., Chicago, and St. Louis 5s, '9, to 94%; Texas Pacific 2d incomes, 's, to 37; Wabash Pacific, Detroit div., 's, to 115%, and Chicago div., 's, to 195%; and Western Union C.T. 5s, '8 eent., to 101%. South Carolina 2ds advanced 1 % cent., to 50.

In the Unlisted Department the sales of American Cotten Oil Trusts were 7,629 shares at 59 46594, closing at 59%. Other transactions were in Brunswick Company, 1,160 shares at 2146214, closing at 214; Sugar Refineries stock, 900 shares at 8246834, closing at 834; National Transit certificates, crude petroleum, 504,000 bariels at 20454214 cents Bharret, closing at 1934; Georgia Pacific Ista, \$1,000 at 110; 24 consol 58, \$2,000 at 786785; Mr. Desert, 800 shares at \$2,25; Chicago and Atlantic Beneficiary, 500 shares at 546565, and Reely Motor Company, 100 shares at 546578.

Money on call 2 % cent. Time money, 3 % cent. for four months, 4 % cent, for eight months, and 4% % cent for twelve months. Commercial paper in good demand. Frime double-name paper is quoted at 4 % cent. and single name at 4% % cent.

Sterling exchange quiet and firm. Nominal asking rates \$4.87 for long bills and \$4.89 ; for demand. Actual rates at \$4.866 \$4.86 ; for 60-day bills. \$4.88 ; \$6\$.48 for sight draits, and \$4.89 \$4.85 for cold transfers. To-day's offers to sell United States bonds to the Government aggregated \$397,500, as foi-lows: Registered 4s, \$500 at 129%; registered 45s, \$196,000 at 100%, and \$200,000 at 109%; coupon 45s, \$1,000 at 100%. The acceptances were \$197,000 or 45s at 109%.

The gross earnings of the Lake Erie and Western Railroad for the year ending Dec. 31 were \$2,167,789, an increase of \$30,459 over 1887, and not \$809,940, a decrease of \$3,113. Treasury balances compare as follows:

Fr. 20.

Gold \$192,024,612
Legal tenders 29,455,016 Totals Silver balance, S21,208,000, against \$21,211,703 yesterday Deposits in national banks, \$44,507,537, against \$44,

Money in London, 2% to 2% 7 cent. Discount in the open market for short bills, 2% 7 cent, and for three months bills 25, to 2% 7 cent. The bullion in the Bank of England has increased £127,000 during the week. Amount gained on balance to-day £22,000. Paris advices quote 3 7 cents 84.15. The weekly statement of the Bank of France shows an increase of 3,650,000 francs in gold and 3,775,000 francs in silver.

| 1400 | 1 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 140 |

New York Markets.

Thursdat, Feb. 21.—Flour and Meal—wheat four in moderate demand for the median and better grades; low grades neglected.
Corrow-numes opened stronger, reports from Liverpool and small receipts at the ports causing fresh buyers to cover contracts but notices of delivery on March contracts came out very free, encouraging bears to make an attack on the sample of Wis Con. con. 1898 Sania Fe. 1842

Fig. 2 2019 1. 28 40

Fig. 2 2019 1. 28 40

Fig. 2 2019 2.

house, with the understanding that they shall be used independently of the present management. The conclusion is inevitable, the more the affairs of the commany are studied, that it is not practicable or safe to hand over the management of a great corporate property to young and inexperienced men, whose chief claim to public confidence is the respectability of their ancestors. It is fashionable with a certain class of people to inveigh against oldfogrism, but in the case of the Illinois Central Company the presence in its management of a The same of the sa

Financial.

the first and the second secon

\$3,000,000

First Mortgage 5 Per Cent. Gold Bonds

Florida Central

Peninsular Railroad Co.

COUPONS PAYABLE JANUARY AND JULY,

AT THE

American Exchange National Bank, NEW YORK CITY. TRUSTEE.

THE CENTRAL TRUST COMPANY OF NEW YORK.

The Florida Central and Peninsular Railroad Company was organized for the purpose of acquiring the property of the Florida Railway and Navigation Company, sold under foreclosure in 1883.

By the sale 574 miles of standard pauge read with equipment, terminals, &c., were transferred to the new company. These bonds are a first and only lien, issued at the low rate of \$5,226 per mile, on all the property so acquired.

the improvement of the property, and there still remains \$500,000, raised by assessments from the old security holders to be expended for additional equipment. betterment, &c.

THE EARNINGS FOR THE PISCAL YEARS ENDING OCT. BI WERE:

Gross. Net. \$1,005.580.00 8175,406,70 1886-7 1,082,114.08 174,813,08 1,019,919,83 173,920,61 Nov. & Dec., 1888, & Jan.,

IRED 255,511,66 94.816.28 It will be seen from the above three months' statement that the net earnings are increasing and it is reasonable to expect that with the additional better ments being made in both road and equipment, they will

The bonds are coupon bonds of \$1,000 each, with pro Application will be made for the official listing of the

continue to improve.

ends upon the New York Stock Exchange. WE OFFER FOR SALE \$1,150,000 OF THESE BONDS (BEING THE UNSOLD PORTION) AT 100 AND ACCRUED INTEREST, AND WE RECOM-MEND THEM AS A VERY DESIRABLE AND SAFE

I. B. NEWCOMBE & CO.,

CENTRAL TRUST COMPANY BUILDING,

SAN ANTONIO AND ARANSAS PASS RAILWAY First Mortgage 6 Per Cent. Forty-year

GOLD BONDS. Farmers' Loan and Trust Company, New

York, Trustee. Issued at the rate of \$12,000 per mile upon Bonds dated July 1st, 1886, due 1926. Interest payable January and July in New York City or San Antonio, Texus,

We offer the remaining \$500,000 of the above issue for sale, and recommend them as a sale investment. The road connects with the following lines, reaching thereby all points in State of Texas and principal points in Mexico and Santa Fe Railway (Atchison), Gulf. Colorado and Santa Fe Railway (Atchison), Fouthern Facine Railroad, Nissouri Facine Railway, Missouri, Kansas and Texas Railway, toulf, Western Fexas and Facine Railway, Exactant National Railroad, Houston, East and West Texas Railway, Houston and Texas Central Railway.

Railwail steel, including sidings (no bonds issued on sidings).

Net surplus after paying interest charges ... \$97,751 25 \$01,141 43 Rends linted on the New York Stock Exchange. Copies of morrgane, with full particulars, may be obsided on application from

S. M. SWENSON & SONS, BANKERS.

'216 Broadway.

H. K. ENOS & CO., BANKERS AND BROKERS, 17 Wall St.

IRVING A. EVANS & CO., BANKERS AND BROKERS, MEMBERS OF THE BOSTON, NEW YORK, AND PHILADELPHIA STOCK EXCHANGES.

Stock Exchange Building, 58 STATE ST., BOSTON. A BUILDING LOAN is wanted on ample security, new lands to per cent, secured by first mortgage on new handsome contage worth \$3.5%, and on the proposed building, which is to cost \$4.5% and built on ground worth \$4.0%. Frincipals address BESPONSI-BLE, box 178, Sun up-town office, 1.355 Broadway.

Dividends and Anterest.

sau st.

NEW YORK, Feb. 20, 1880.

Notice is hereby given that the certificates of the Receiver of the Florida Railway and Navigation Company will be naid, principal and interest, by the Central Trist Company of New York, 56 Wall st. on and after March 1882, and that the interest on and certificates will cease on that date.

H. R. DAYARD CUTTING, Chaliffman of the Purchasing Committee of the Florida Railway and Navigation Co.

PENCING.
ELOCUTION.
MUSIC.
SINGING.
DANTING.
DANTING.
Halls to jet for professional relicarsals. receptions.

BANJO.—HENRY C. DORSON only manufacturer and teacher of Silver Bell Banjo. 1,270 Broadway. Dis-gram simple method, \$1; Universal Instructor, regular note, \$1.

Miscellancous.

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